action of the Committee, in keeping the 'r proceedings ontirely secret, is criticised as not the best wa. vof callightening the public upon the candition of affairs as the South.

If it is thought processary not to If it is thought necessary not to divulge the names of witnesses, in order to screen them from violence on t. withceses, in order to served them from violence of the return to their names, the Committee would do well, it is said, to allow the publication of a summary of the facts sworn to every day, instead of waiting till the close of the inquiry, and then printing the evidence in a large

volume, which few will find time to read. The attendance at the evening session of the Senate was very slim, but more than 16 Senators being present. ome progress was made with the Omnibus and Indian Appropriation bills, when the Senate adjourned until to

The House Judiciary Committee decided, this morning, to report a bill establishing a new Judicial District for the northern part of New-York. Taey also directed Mr Cook to report back the Boudinot Internal Revenue

Sto too per annum; Associate Judges, sent Court Judges, \$7,500 each; Chief court of Claims and of the District of \$7,500 each; Associate Justices of the and of the Supreme Court of the District of the Justice Judges, \$8,000 each.

NOMINATIONS BY THE PRESIDENT. WASHINGTON, Feb. 10 .- The following nomi-

nations were sent to the Senate to-day: A. P. Lathren, to be Collector of Internal Revenue for the Fourth Dis-

BUTLER AGT. PORTER.

The following are the leading points of Gen. terday on the bill to reinstate Naval Constructor Hans-

Gen. Butler said that this was no new quarrel be-ween Mr. Hanscom and Admirai Porter. Admiral Porter had been a young lieutenant at the Portsmouth Nayy Yard when Mr. Hanscom was Navai Constructor there. The civilian and the martinet had come in con-net, and there had been had the foundarion of an emity hat had lasted a life time. Mr. Hanscom believed from bat hour he had been hunded by Admiral Porter in

that hour he had been hunted by Admiral Forter in every conceivable way.

Mr. Butler narrated the metrics, which induced Mr. Mr. Butler narrated the metrics, which induced Mr. House, there was nothing so dangerous as such things; and if he were to produce a bundle of affidavits which he had, there were some gontlemen who had spoken on this subject who would be hanged without Judge or jury. [Laughter.] Who was opposing Mr. Hansonn! Not the Secretary of the Navy, not the Committee on Naval Affairs, but "Mr." Forter—"Admiral "Porter, by the stace of the Sennte. [Laughter.] Admiral Porter's services during the war would live for some time; he thought they would see indestructible. All along the the stace of the Sente. [Laughter] Admiral Porter, by services during the war would live for some time; he thought they would be indestructible. All along the Mississippi were gines captured by the army, and marked by Forter, "Taken by the army, and marked by Forter, "Taken by the navy under the command of D. D. Porter;" and so long as white paint remained, so long would the nemory of Forter's deeds remain in the minds of those who believed in him, but who were few. [Laughter.] It was easy to make such a record as that. If a man would only blow his own trumpet lond enough; if he could make simuself the great "I am" of the expedition; if he could strike down the great and glorious Farragat, and send him to the grave with the feeling that his country had wronged him—then he might get such a reputation; and that was the sort of service which admiral Forter had rendered to his country. In conclusion, he begged gentlemen not to offend his nostriks, and make him wish that he had a wish-howl and touth-breach to clean out his mouth, by bringing that man Porter before the lifeuse again. Let Porter rest in the corruption which he had made for himself.

MUSIC AND THE DRAMA. MUSIC.

THE STRASBOURG CONCERT. The concert for the benefit of the sufferers at Strasbourg is to take place at Steinway Hall next Wednesday evening, under the auspices of a number of sur prominent citizens, including Dr. Bellows, Mr. Bryant, and many Alsatians resident in New-York. The performance will be under the direction of Prof. F. L. Ritter, and as some of our best artists have promised their assistance there, areason, to anticipate a very at-

THE DRAMA. MISS GLYN.

tractive programme.

There are many lovers of dramatic art who, the announcement of the able to state that this distinguished lady has made ar-rangements for a course of four Shakespercan Readings. which she will presently give, at the Union League Club Theater. The first of this series of entertainments will take place next Monday, when the visitor to this cosy resort may hear Miss Glyn's interpretation of "Macbeth." The second reading is appointed for Wednesday afternoon; and on that occasion Miss Glyn's auditors will hear "The Merchant of Venice." Miss Glyn's art has been seen here before; and there is abundant reason to anticipate that the performances she is about to give fload class to which Shakesperean Readings are neces-DRAMATIC NOTES.

Mr. George Clarke has, we regret to learn, ceased to be a member of the company at Wallack's Theater.

Mr. James Fisk, jr., made a contribution of \$200 to the Holland Testimonial Fund—thereby augmenting the Grand Opera House Matinée return to \$312.

Mr. Sidney Woollett has commenced his series of entertainments—described as "Afternoons with the Poets"—at Association Hall. Next Wednesday he will recite "Enoch Arden." This evening, at Booth's Theater, Mr. Barrett

Il repeat his excellent personation of Kaphael, in "The arbie Heart." It is a gem of good acting, and it should seen by all lovers of the art.

when by all lovers of the art.

Mr. Forrest was 'studenly attacked by severe filness, on Tuesday might, at the Fourteenth at Theater, and could not appear. There was no performance. The tragedian bled profusely, at the nose, and the hemorrhage was with difficulty stopped. On the next might, however, Mr. Forrest again appeared and acted Lear-with remarkable power and feeling. This performance was repeated on Thursday, and again last night.

The A. The A. The A. The performance was repeated on Thursday, and again last night. The American Dramatic Fund is to benefit

The American Dyamanic Funds is to benefit by a performance at the Union League Club Theater, this evening. The play will be "London Assurance." The players are numerous—of ability and local distinction. Whatever augments the Dramatic Fund strengthens the hands of a worthy benevolence; and, therefore, we trust the attraction that is offered by the amateurs will receive a liberal response from the public.

Nine Maticipal Company of the American Company of the American Company of the Company of the

will receive a liberal response from the public.

Nine Mattinées are set down for to-day.

"Richellen" will be acted at Booth's Theater. "Saratogs" may be seen at the Fifth Avenue. "Faint Heart" and "Used Up" will be acted at Wallack's. Mr. Fox will burlesque Richelles, at the Olympic. "The Black Crook," with all the modern improvements, will be presented at Nible's Garden. Miss Rushton, at Wood's Misseum. will act in "Red Hands." Miss Laura Keene's Mary Leigh, in "Hunted Down," may be seen at Lina Edwin's Theater. A missellament will be given at the atter. A missellament will be given at the

PERSONAL.

A Chicago paper states that Mr. Bret Harte is now visiting friends in that city, and movements are on foot by which, it is hoped. Mr. Harte may be persuaded to adopt Chicago as his future home.

In reply to the statement that Mr. H. C. L. Dorsey has made, by the sale of gambling implements, the money which he expends in giving dinners to the inmates of prisons, that gentleman affirms that he has never made or kept for sale any of the implements referred to. His business is that of "Sign and Ornamental Painting." His business is that of "Sign and Ornamental Painting."

Sporting gentlemen, he says, have honored him with orders for painting, for which they have always paid like princes. "I would be says, "do work for them as quickly as I would paint the 'ten commandments' for the vestry of the church in which Sabine officiates, or as readily as I would letter the 'Lord's Prayer' for 'the little church around the corner.' I have sarned every dollar I have given away, working honcatly with my hands.' I have not withheld from a factory full of poor operatives one half of their entire earnings, but have won success by my obedience to God's first law—'In the sweat of thy face shalt thou eat bread.' I aint no saint, no more than Jim Biudas was, which was engineer of the "Prarte Beile" on the old Massiscip, but you can bet high 'that Christ aint a going to be too hard on a man who spends his spare scrip for a good hearty notal of pleasant food, for unfortunate people, whether they be diside or outside of a prison. The rascals in this world are not all in prison, and very few of them are numbered among the Faro Bankers."

The steamship Iowa, from Glasgow Jan. 18,

THE GREAT RAILWAY CRIME.

THE TRUE CAUSE OF THE DISASTER-THE PATAL WHITE SIGNAL-THE RAILWAY COMPANY TO BLAME-THE LOCOMOTIVE NOT YET RAISED-

THE INQUEST-THE FAITHFUL ENGINEER. NEW-HAMBURGH, Feb. 10-6 p. m.-Although it has been a bitter cold day here, the thermometer being only 7 degrives above zero, with a strong gale of wind, no less than 1,00 persons have visited the scene of the disaster, of whom fully one-third were ladies. All were anxious to see the locomotive raised, believing that with if would come the sady of the engineer, Simmons. Quite a number of the spectators have been pretty thoroughly soaked with ice-water in their anxiety to see some thing, by venturing too near the edge, and stepping on cakes of ice too small to bear their weight. Fortunately, no one was drowned Cook to report back the Bossian Committee be disarrived and immediately begun the work of rigging the purchases to raise the locemotive Constitution, which neath the waters of the Hudson River. She is looked upon by the railroad employés as an "unlucky ma-Superintendent Toucey and Roadmaster Jos. Wheeler took charge of the work, and in the course of an hour the channel-way at the draw was spanned by a substantial working platform, placed so that its outer limits lay on each side of the locomotive, which lies on its right side, with the cylinder barely discernible at low water. After the platform had been rigged, a scow capable of holding a half-dozen persons was brought over the ice and put in the open water directly over the engine, and several men begun to sound around with poles so as to get a sling around some strong portion of it. About this time the Ceroper and the jury came down from Poughkeepsie and viewed the wreck, remaining but a few A pair of sheers was then prepared and erected with a heavy four-fold purchase attached, the fail of which led through a block and to the main track, where an engine stood ready to haul it up so that it could be slung with chains. This being accomplished, it was proposed to dig out a slide-way, and to lay skids on which the engine would be drawn out. Over 300 men were engaged in this

> While these preparations were going on a railway dedown to the remains of the Ill-fated Baffalo sleeping coach and by means of a bucket and coal scuttle, the wrock was set on fire. This fire burned all day, and still there is a part of the wreck left. As the trains passed up and down the road their windows and platforms were crowded with spectators.

Finding that some hours must clapse before the engine could be raised, The Tribune reporter called upon some of the most influential and respectable of the villagers and learned some facts which put quite a new phase upon the cause of this awful disaster. It appers that within a few weeks the force along the line of the railwithin a few weeks the force along the line of the rair-road has been reduced, some say, one-third. This relates more particularly to signal and bridge-men. At the New-Hamburgh draw-bridge two men have been sta-tioned ever since the road was built, 21 years ago, but under the economical management system they have both been withdrawn, leaving the bridge without any one to look after it except the trackman, who is supposed to walk up and down the line at stated intervals, and the tank-man, who looked at it when he lit the lamps. This station was an important one, and considerable sur-prise was massifested by the citizens when it was left without its usual signal men. The station consists of a frame-work some 40 feet in hight, from which was displayed a white light when the line was clear, and a red light when the draw was open or there was any danger to be guarded against. These lights were plainly visible from Low Point—the station south of New-Hamburgh—distant by the official time-table three miles. The night of the accident the signal was lit at sundown, as usual, and continued to burn a bright white light until the flames destroyed the framework. When the cil-train came to a stop on the bridge, if a signal-man had been in attendance he could, in less than one minute, have set the red light, which would have warned the up-train in ample time, even allowing that the train was only two miles distant. Or if an attaché of the oli-train had shifted the signal, it is probable the disaster might have been averted. But, if questioned, he would say: "I am on the oil-train, and am not a draw bridge signal-man."

These facts the railroad officials have most strenuously tried to keep from the reporters. The fact that the draw bridge signal station, a lofty edifice, was destroyed be-fore the reporters came to the scene, has tended to prevent inquiry as to what precautions were provided by vent inquiry as to what precautous were provided by the Company to prevent accidents at that place. The plain truth is that the lost train came thundering along with a bright signal—a beacon indicating "all's well,"— burning on the very bridge where lay a disabled train, part of it in the direct path of the up train, waiting to hurl it and more than twenty souls into eternity. The man who should have averted this danger was, by the Company's orders, a half mile distant.

A. B. Goff, a respected resident of New-Hamburgh who assisted in taking all save one of the bodies from the wreck, stated that he was aided by his townsmen and one of the railroad employee named "Charley." Mr. Goff took charge of the baggage as fast as it was recovered, and allowed no one He continued in this trust for some time, and nothing was stolen. Afterward Mr. Toucey sent Harry Jones to take charge of the baggage, and Conductor Smith was also detailed for the same purpose. By this time crowds began to arrive from Newburgh and Poughkeepsie, and from that moment the pillaging commenced. One man is represented to have carried off no less than six watches. The railway officials were either powerless or too mindful of repairing the bridge to pay any attention to the baggage or to prosecute the search for victims, and the crowd had it

officials were either powerless or too mandrui of repairing the bridge to pay any attention to the baggaze or to prosecute the search for victims, and the crowd had it their own way. The citizens of New-Hamburgh feel aggrieved at being charged with robbing the dead, and, from all that can be learned, are apparently not entitled to blame, but rather to credit for doing all they could to aid the officials. A majority of them withdrew from the scene when they found the plunderers were at work. It is said a person at Wappinger's Falis has a watch in his possession, and that some country official is endeavering to secure the robber and his booty.

At moon the workmen stopped for lunch, and, at 125 o'clock, work was resumed, but, as the tide was rising swiftly, the grapping was rendered more difficult, and it was 25 o'clock before the word was given to "haul tant." After trying hand-power for a few minutes, the slings slipped, and the work of grappling had to be gone over again. In the interval, several of the symploye's busied themselves in fishing for the bodies of the engloye's busied themselves in fishing for the bodies of the englineer, brakemae, and the unknown man who was on the engine. Friends of each of the former have been here all day waiting and watching. Several ineffectual attempts were made to sling the locomotive. At 4 o'clock, an engine was dispatched to Foughkeepsie to secure the services of an experienced diver, who will probably go down tomorrow and put chains around it, and, by Monday, it may be raised. At 6 o'clock the gangs quilt work.

It is generally believed that others perished in the fames which destroyed the first sleeping coach, and it is fair to presume they have been entirely burned up. This seems more than probable from the effect of the fire upon axies and other heavy iron-work connected with the train, and fished up the hay. It is stated on the best of authority that the passengers of the special New-York express No. 50 which left Albany at 235 on Thursday attenuous bardy missed and

VIEWS OF A RESIDENT OF NEW-HAMBURGH-

ASTER.

To the Editor of The Tribune. Sin: At least 21 human beings, men, women, and little children, met a horrible death in the appalling catastrophe on the Hudson River Railroad at this place on the evening of Monday last. If the calamity was, in the fullest sense of the word, an accident, and unavoida-ble by human care and effort, we can only turn away heart-sick from such a spectacle; but if blame attaches anywhere, those in fault should be made to feel the heavy censure of public opinion, even if they are found to be beyond the reach of courts of law. The dead have passed through their agony-the anguish of the bereaved relatives is beyond our comfort; but if all this misery has been, even indirectly, brought about by any neglect, or carelessness, or omission of proper precautions, then let the cuipable ones be judged as they deserve. I have no hesitation in expressing the opinion that at least one act of criminal remissness of duty on the part of the Railroad Company did contribute to bring about the accident. I base this grave charge upon the following statement of facts, which is established by the best evidence: Eighty roles south of the New-Hamburgh Station the railroad track crossed a drawindge—the one on the railroad track crossed a drawindge—the one on which the accident happened, and which was entirely consumed. At this draw-bridge, as I am informed, there were a section of the rear of the railroad track and one on duty day and night, whater and Summer, since the railroad was opened, if years ago, until within the last two months. When mayigation is the track; I met the flagman, just also we his shanty, and closed, in the beginning of the present Wilter, the two men who had been watching the draw-oridge, relieving or carelessness, or omission of proper precautions, then

cach other day and night, were taken away from the bridge, and, by order of the local Superintendent of the road, stationed at a water tank situated 70 rods south of the drawirdige, to tend the tank, to supply iscomotives with water from the same, and to "fing" the trains from that point instead of from the drawbridge. But the men, who relieved each other every 12 hours, were likewise ordered to see that all was right about the bridge, and to light the signal on the top of the bridge-flower of nightfull. Thus the safety signal was hept burning while the man who had it to charge was stationed nearly a quarter of a mile off at the water tank! On the fatal evening the safety signal lamp at the bridge was burning as usual. The extra treight train broke an axis of one of the middle cars while passing the New Hambursh station, and when this car reached the bridge it was thrown from its track on to the other, or "up"-track, thus causing a blockade of the latter. The freight locomotive with several cars, breaking away from the broken-down car, ran slowly on, endeavoring to stop, and was brought to a stand-stiff about 16 feet from the water tank above referred to. The engineer of the freight engine jumped from his locomotive, calling to the waterman to get out his red light, which the latter did as quickly as possible, and both he and the engineer ran down the track to meet the Express which was thundering along at 30 or 25 miles an hour. The express engine whistled "down brakes" when nearly or quite 80 rods from the drawbridge; swt, for some reason or other, the speed of the train could not be slackened in time; the engine struck the over-turned kerosene-car igniting the oil, and the lif-hated train plunged from the bridge on to the lee, and into the water, in the midst of a sea of fire. The testimony of eye-wilnesses varies as to the time from the moment when the cilicar ran upon, or leaned over on, the up-track, to the instant of the collision with the express train which had of the water-tank thinks the express was

If our criminal statutes do not cover the case, surply such violation of the rule of law enforcing the utmost diligence on the part of common carriers to insure the safety of their passengers, should render the corporation hable in damages. It would be well for the safety of railroad travelers if such culpable recklessness, contrib-ning to the destruction of human life, would suffice to send to the State Prison those against whom it should be noved.

That the Hudson River Railroad is generally the most carefully guarded road in the country, only makes it present dereliction of duty to the public the more fl grant and reprehensible.

New-Hamburgh, Feb. 9, 1871.

POUGHEREISIE, Feb. 10,-The inquest over the bodies of persons killed in the railroad disaster near New-Hamburgh, on Monday night, was continued here to-day, before Coroner Charles H. Andrus and District-Attorney Tristam Coffin. These officers are highly respected in this community, and their integrity and high standing are guarantees that everything connected with the awful calamity will be thoroughly investigated. The first witness !sworn to-day was Daniel Carrell. He testified as

bridge; I am night walchman and switchman at the sta-tion; I was on watch at 10:17 p. m. on Monday, looking

blow; I saw the express coming before I was the oil train; she was all of 100 yards from the draw-bridge when she signaled for brakes; I don't think the express struck the oil train at full speed; the express was 20 or 30 rols below the 80-rol signal when she blew for brakes; after the oil train got on the bridge, even if there had been a man there to do it, I don't think he cound have ascended the tower and changed the light to a danger signal so as to slarm the engineer of the express train as quick as he did; the engineer of the oil train whistled three times for brakes on the trestle works, and I thought he was going to stop to take water.

I reside at No. 169 West Thirty-second-st., New York; am a firemen on the Hudson River Railroad; was the freman of the express train which ran into the oil train Monday night; we left New-York at 800 o'clock; don't know what made us late in stating; think because we were waiting for the express car to come up the avenue; we were 22 minutes late at Peckskill. of the express train which rail stock of clock; don't know high all they a withdraw ers were at Falls has a y official is well at express or to come up the avenue; we were it minds at 12; was rising challenged at the strain of the express are to come up the avenue; we were it minds at 12; was rising challenged at the strain of the express are to come up the avenue; we were it minds at 12; was rising challenged at the strain of the want of steam that we lost our time between New-York and Poekskill, though I kept any tires up as usua; we didn't the slings gone over yield the strain of the want of steam that we lost our time between New-York and Poekskill, though I kept any tires up as usua; we didn't the slings gone over yield the strain of the want of a steam that we lost our time between New-York and precise of looking at the signal light on New Hamburgh and the strain of the connected the strain of the strain of

when we passed the engine of the oil train, I got down on the step and asked Doc if he was going to get off: I didn't want to get hort, while lights were dropping all around; the speed of the train was checked a little; we were going at a little more than half speed; I comidn't see what was the matter; Doc method around at me, but made no reply, and then looked libed again, watching his business; then I jumped, and rolled down on the ice in the creek; the next I knew I heard the crash, and

his business: then I jumped, and rolled down on the ice in the creek; the next I knew I heard the crash, and saw the fire and smoke.

I did not have full control of myself; when first up I harriest toward the wreck and heard sroans from passengers as if they were burning; it was right in among the wreck; it don't knew if they proceeded from passengers exactly; the ground get to the fire heighing to showe as I could get to the fire heighing to showe as I could get to the fire heighing to showe as I could get to the fire heighing to showe as I could get to the fire heighing to show a car bear I have applied patent brakes a versitime, and on so a constaint anticed in clacking of the cars; I made up my mind when I pulled the patents on that night they were not holding us; in the harre cars the brake cords work with difficulty; if everything had worked night; it was almost impossile to stop the frain going on the draw; we could not have been over 100 rods away from the draw when we got the first signal, and that's too short a distance to stop such a train as that; the patents were pulled after the first whistle was blown; I was at my slation on the river side when I a, w the red light; the brakes could not have been put on by the brakeman after the first whistle before I pulled the patents; I have been on the road five years; I had fired for Simmons two months; the engineer never spoke after he told net to put on the patents; my attention is always called to the New-Hamburgh draw-bridge signal, you can see it so plain; every possible means were laken by the engineer to siop the train when the dancer signal was seen; it takes a good while to stop a sleeping car train; on a level grade with the train you conidn't stop short of a half mile with all brakes on.

There was shother man on the engineer with the engineer

ere was snother man on the engine with the engineer and myself; I did not know him; he seemed to be an engineer; he was going to Albany to look for a job; he did not have time to get on a rar at Thritieth-st; when I jumped he was standing between the tender and engine on my side; he said nothing; I think he went down with the engine; I should judge he was soor 45 years of age; a small-sized man, with dark whiskers and dark mustache.

below me when I left my engine; I ran 200 feet from where my engine stood to the flagman's station; we ran about 40 rods below the latter; when we met the express we were signaling all the while; the express was coming at full spead; they blowed their whistle just as I got off the engine; I saw no signal from the rear of my train before I stopped, nor did my fireman; I don't think a bell cord would have rung my bell on that train; I gave one whistle for brakes, expecting to stop for water; I must have shut off when the signal was given, though I did not see it; I shut off for water.

EVENING SESSON.

There was much important testimenty given at the

There was much important testimeny given at the scenion of the Coroner's inquest to-night. Reamer Van

Sicken testified:

I saw the baggage-car fall; just before that I saw a man come; it so the rear platform of it; he leaped to the platform of the Buffalo car, and took held of the knob of the door; he went in about one-quarter of the way—I mean about one-quarter through the car, as I judge—when the ear, or the north end of it, which he west in, settled down gradually; then the whole bridge seemed to give way—that post under the south end of the car first; afterward I saw a man pulled out in about the same place; I saw no flames about it when I went down; I saw no flames about it when I went down; I saw no the tee about 280 feet from it; the Buffalo car was on the trestle work; the baggage-car was already down, when the Buffalo car began to go down; I hallooed to my companions, "Look at that man;" when the north end of the Buffalo car went down it appeared to go down straight; the man I saw so into the car had a cap on with a square front; it looked like the caps worn by sleeping-car conductor; the express was going rapidly and the engine was exhausting, as though she was reversed with steam on.

J. M. Toucey sworn: Sicken testified:

J. M. Toucey sworn:

I am Superintendent of the Hudson River Road: all trainsfare required to carry belicords, to communicate with the engineer in case anything unight happen to me train; it is required of each conductor on an oil train that he shall keep a belicord straing over his train when in motion; the assistant superintendent complaine a train tell-cords were an annoy sane, and their use was suspended for a sinet time, but I was not satisfied and had the order renewed; they said it was of no use, because, with a long train, it would hardly ring the bell; the conductors evidently fell into the use of dropping leatern signals in the absence of bed-cords; a brake on the rear of a train would be more effective than classwhere; if there was only one brakeman on a train, I should put him on the rear car; there is no established rule, but I should always put three brakemen on a train; on freight trains one brakeman is put in front, one as near in the centre as may be, and one in the rear, and sil are required to work toward cach other; brakemen are expected to sit on the top of box cars when the train is in motion; it is a violation of criters when more than one brakeman is in a caboose at a time; in extreme cold weather they change off; I have known a brokenky in on mice without the brakeman on the processing of the processing of the processing on the processing of the proce

the train is in motion; it is a violation of orders when more than one brakeman is in a caboose at a time; in extreme cold weather they change off; I have known a brokemaxie run 39 miles without the brakeman on the next car knowing it; the frozen ground freeps it up, but in this case it evidently dropped through the bridge; if the brakeman had been in the middle of the train he could have notified the engineer by pulling the bell-cord; bell-cords should not be run through the brake-wheels; I have given verbel orders probibiting that.

All invoich trains are examined before leaving East Albary or New-York, and along the line conductors and brakeman examine frequently; that night I told the engineer it was a cold night, and not to attempt to make up time; the oil in the tanks of the oil train was crude oil; there have been no complaints to me about the violation of the rule for carrying belicords; it is the conductor's business to see that the rule is observed; each oil-car holds eight barrels of oil.

I don't think that the Euflaio sleeping-car jumped the track; the engine evidently run through the oil-car and the oil ignited from the ash pan; there has been no reduction of signals along the line of our road this Whiter; the express train engineer could not have been signaled as quick from the draw-bridge tower as from the truck.

The inquest was then adjourned until Thursday, Feb. 16.

FUNERALS OF VICTIMS. New London, Ct., Feb. 10 .- The funeral of the Rev. Merrill Fowler, wife and three children, victims of the Hudsen River Railroad disaster, took place to-day at 2 p. m. from the St. James Episcopal Church. All business was suspended. Three brothers of Mrs. Fowler acted as pall-bearers and 12 Ministers of this Diocese conducted the services.

tives and friends attended to-day the funeral of four virtims of the late railroad accident at New-Hamburgh. The scenes at the respective places of burial were extremely affecting. Mr. W. H. Forbush of Buffalo and Mr. W.

C. Curry of Eric, Pa., killed in the late ratiroad accident, were insured for \$10,000 each, under needlent policies in the Travelers' Insurance Company of Hartford. The father of Mr. Foroush was killed and burned in the Angola dis-aster, three years ago last December.

Edward Bartlett, who was reported among he killed in the late disaster at New Hamburgh, is alive t Rondout.

TREATMENT OF THE NEW-HAMBURGH VICTIMS.

A CARD FROM THE H. R. R. R., SUPERINTENDENT.

To the Editor of The Tribune.
Six: In The Tribune and other papers charges have appeared of neglection my part and those under me to search properly for the persons missing, and of brutal treatment of the bodies recovered in the dis

The facts are, that before daylight on Tuesday meraing I ascertained from the Conductor of the train the number of sleeping-ear passengers missing. I immediately procured an undertaker from Poughkeepsia and placed with him all the men who could further than was necessary to recover the bodies, until 5 p. m. of that day. By 12 o'clock noon, we had found all search until 5 o'clock, when I was fully satisfied we had secured the remains of every person in the car. I did not begin work upon the bridge until all doubts on this question were removed. The railroad officials and employes have done everything possible in this sad affair, and al

statements to the contrary are unwarranted J. M. TOUCEY. Poughkeepric, Feb. 10, 1871.

ANOTHER ACCIDENT.

POUGHKEEPSIE, Feb. 10 .- This evening, as the Albany down way freight-train was coming near Barrytown, the door of an up-train freightcar swung out against the down passenger-car, crashing out four windows. Several passengers narrowly escaped instant death. Mr. C. Wesley Hallock, accountant of French's Hotel, New-York, was askep in a seat under one of the crushed windows, and escaped by being thrown to the floor.

POLITICAL. MISSOURI.

St. Louis, Feb. 10.-Elections were held last night, in three districts of this county to elect persons to fill vacancies in the Radical or McClurg County Committee. In one district a Liberal was chosen. All the meet ings passed resolutions advising harmony and cooperation between the two wings of the Republican party.

KANSAS LEGISLATURE.

St. Louis, Mo., Feb. 10.-A bill passed the Lower House of the Kansas Legislature, yesterday, to allow criminals to testify in their own behalf, and hus band and wife to testify one for the other in criminal cases. The Amnesty bill was defeated in the Senate, and the only way to reach enfranchisement now is by submitting a Constitutional Amendment to the people.

CONNECTICUT.

The Hon. Wm. H. Barnum was nominated for Congression a Wednesday by the Democrats of the Fourth District: "The Convention," says The New Haven Failadium, "abstained from framing any platform, which was perhaps prudent, seeing that Mr. Barnum has his own ideas on the subject of tariffs and pig iron, and is apt to show his contempt for the resolutions of the party by voting in direct opposition to them.

POLITICAL NOTES.

The subject of holding a Convention to amend the Constitution of khode Island so that natural-ized citizens can vote in that State without owning real estate, was defeated in the Senate Thursday morning by a vote of 20 in the negative to II in the affirmative. The question had been discussed with great earnestness for At a meeting of the Ninth District Grant Club,

held last evening, the President, James Cummings, made an informal report of the meeting of the State Central Committee, at the Fifth-ave. Hotel, on Thursday even ing. He stated that the reorganization had been delayed, owing to a letter from Mr. Greeley; but that a number of prominent gentlemen were considering the advisability of organizing a new committee. Up to the present time, however, nothing definite had been depresent time, however, nothing definite had been de-caded upon. Joseph Gowder expressed his conviction that under the present organization the Republican party was fast losing ground, and advocated the forma-tion of a new committee which should include the con-servative element of the party. He spoke in strong terms of the inability of the committee, and advised that some immediate action be taken by the Grant Clubs to replace if.

A. T. STEWART'S EXPOSITION. For the past two days and evenings the ex-

display which closed last ovening. In the rotunda were exhibited only it e rarer and more costly labrics, as the satin, Duchesse, whours, imperials, and the new grade Fron-Fron, which is destined to become the favorite through its 7 different standes, running from the palest in to the full rich in wan. These were arranged with artistic skill so that the colors in each section harmonized perfectly.

Above these were hung or every side the most delicate laces, and each internal between the pillars of the second story was elegantly fitted up with face and drapery. From the fourth and nith stones were hung the firest empets, Axminster, Whiton, and Brustels, and far above, from the very tep of the rotunda, flag and streamers fonted gracefully. The Brusdway section of the silk department is devoted exclusively to mourning goods, and is said to be the only complete other. One of the kind in this country. Here are the elebrated Mikudo or Jupances silks, suitable for light Spring drosses, and of simest endless variety of shade. The Fourth ave, section is devoted to alike for young laddee exclusively, one contains goods ranging in price from 25 cents 40 a pard. It is difficult to do justice to the taste with which the department was arranged for the exposition, and the longer one looked upon it the more he became hewildered at the endless variety of hiese and thus that everywhere most his gaze.

Fuscial from the silk department to the Broadway

ing from the silk department to the Broadway

STATE OF THE WEATHER.

TELEGRAPHIC REPORT FROM SIGNAL SERVICE CORPS, U. S. A., OF OESERVATIONS AT 11:47 O'CLOCK LAST NIGHT.

Place of Observation.	Dar.	Ther.	Wind.	the Wind.	Weather.
Augusta, Ga	30,115	42		Calm.	Clear.
Baltimore	30,55		N.	Very gent	Clear.
Boston	30.37		N.W.	Brisk.	Clear.
Buffalo	20.41	197	W.	Gentle.	Cloudy.
Charleston	30.38	407		Calm.	Cinna
Cheyenne	23,58	120	8.	Very gent.	Cloudy.
Chicago	30.56	142	24	Geatle.	Lt. rain.
Cincinnati	20.57	210		Calm.	Clear.
Cieveland		192	N.W.	Gentle.	Clear.
Corinne, Utah	09.17		N. E.	Very gent.	Fair.
Detroit	0.50		N.W.	Gentle.	Cloudy.
Duinth, Minn	34 33		S.W.	Very gent.	Clear,
Indianapella	20.54	211	N.		Char.
Lucian Dia	30 99	119	N.E.	Gentle.	Fair.
Key West, Pia			N. E.	Very gent.	Clear.
Knoxville, Tean.	1007 714	657		Gentle.	Cloudy.
Lake City, Fia	20,00		N.W.	Gentle.	Clear.
Milwankee			8. E.	Very gent.	Fair.
Mobile, Ala	20,31	607		Calm.	Clear.
Nashville, Tenn	110.41		S.W.	A.2(83344)	Clear.
New-London, Ct				Million and	Lt. rain.
New-Orleans	134.31	603		Gentle.	Clear.
New-York	10.44	253	W.	Gentle.	Clear.
Norfolk	10.15		N. E.	trentie.	
Omaha	20.46	300	N.E.	Brisk.	Clear.
O*West0	30.35	199	E	Brisk.	
Philadelphia	30,50		W.	Gentle.	Clear.
Pittsburgh	30.61	200	W	Very conf.	Clear.
Portland, Me	30.35		N.W.	Airmste.	F1175
Rochester, N. Y	30,49	199	N.W.	Litten.	Fair.
San Francisco	30.13	490	W	Gentle.	Fair.
Savanouh	30,40	463	N. E.	Very gent.	Clear.
Si. Louis		202	N. E.	Brisk.	Cloudy.
St. Paul	30 62	-57	W.	Gentle.	Cient.
Toledo, Olifo	30.61	122	S.W.	Very gent.	Pair.
Washington		302			Clear.
Wilmington, N.C.					Cienr.

The observations on Mount Washington at p. m., yesterday, were: Barometer, 21.657, being a same of minus 4; thermometer, 10° below zero; tative humidity, 76; wind, north-west; velocity of mid, 85 miles per hour. The day was a most indement a there. The wind blew all day at a fearful velocity,

operations. Subscription lists have been opened at the Post Office, Mercantile Library, Historical Society, Brook-

Post-Office, Mercantite Library, Historical Society, Brooking Club, and elsewhere, headed by an appeal to fiorests and lovers of theorem to subscribe for the rent of a ball, printing, and other expenses.

No premiums will be offered, but efforts will be made to give due credit to exhibitors through the newspapers. The Ends will be secured if funds enough are obtained, and there is encouragement for making extensive preparations. An appeal has been made to citizens to furnish plants. The leading foreits have already promited large contributions, including very choice varieties. The money—which will not be called for until it is all subscribed—will be placed in the hands of H. L. Lattimer of the Brooklyn Tensi Company. The following citizens have stened the appeal: H. A. Graef, Milt. Agrawsmith, Thos. N. Rooker, John M. Falconer, and Samuel Davis.

DR. MCCOSH ON DARWIN. To the Editor of The Tribune.

Sir: I am quite willing that my lectures should be criticised, but let it be by persons who come to hear them. As to those who are not in circumstances to James do so, let them wait till my lectures are not choose to be judged by abstracts, which the reporters have done their best to condense into a dozen sentences, of a lecture which took an hour to deliver. I find from my manuscript that the procise language which I used in my second lecture was:

"Mr. Darwin has not yet given to the world his views as to the origin of man. Mr. Wallace, who cotempraneously with Mr. Darwin discovered the law of natureselection (the publication of a paper by him called fort Darwin's book), has declared, in a work recently pul The above statement contains the exact facts as al-

lowed both by Mr. Darwin and Mr. Wallace. Yours, Princeton, Feb. 10, 1871. JAMES McCostl.

Mr. Motley, in the course of a reply to an invitation to attend the Scott Jubilee to be held in Edinburgh, observes: "The proposition to mark the hund-reth anniversary of Sir Walter Scott's birth in the noble reth anniversary of Sir Waller Scott's birth in the noble land which was so dear to bim, and which his genius has rendered classic ground to all lovers of poetry, romance, and chivairy, must awaken sympathy wherever the English tongue is speken. Having always reckoned myself among the warmest admirers of the great poet, I truly repote that the country which claims him by birthright, while his works are a delight to the whole world, means to signalize the year with appropriate ceremonies. I believe that his fame as a creative genius has increased, rather than deminished, since his death. I know that in America his poems and romances continue to be read almost with as much interest as on their first appearance."

It is reported that the late Mr. George Ticknor.

It is reported that the late Mr. George Ticknor. left by will his matchiess collection of Spanish books to the Boston public library, with a fund of \$5,000 to keep the hosten public horary, with a link of slowly says The up the purchase of books. "These volumes," says The Boston Advertiser, "were gathered in a lifetime of labor, and have often been the object of pligrimages of scholars, who hever sought their owner's courtesy in vain. Now, in his death, Mr. Ticknor has supplemented the wise liberality of his life toward the institution which was his pride, as it is the pride of his native city."

Sir George Hayter, the eminent portraitpainter, died recently in England at the age of 78. He depicted the scene of Queen Victoria's coronation, and painted, principally, the portraits of members of royal families.

LECTURES, MEETINGS, ETC. The second of a course of lectures to young

women will be given in Unity Chapel, Harlem, to-morrow exening, on "The Strong Woman," by the Rev. W. J. Clarke. Dr. T. S. Lambert, in a lecture before the

Western branch of the Y. M. C. A., advanced the theory that the different organs of the human body possess nat-urally a varying longevity.

Dr. Adrian J. Ebell will deliver the next

ecture in the Free Scientific Course for the People, at the Cooper Union, this evening, on the "Anatomy and Natural History of Insects." William C. Prime, author of "Tent Life in

the Holy Land," lectured to a large andience in Association Hall last evening upon "Syria and Palestine." The ecture was mustrated by a series of illuminated photo graphic views of places of interest in the Holy Land, each covering an area of 400 square feet.

After a spirited contest, lasting several days, the members of the Class of 1871 of Columbia College Law School elected the following officers last evening: President-J. C. Sheffield of the College of the City of New York. Valedictorian—Wm. Mitchell, jr., of Columbia College. Secretary—W. W. Ladd, jr., Columbia College. Class Committee—Wm. H. Kelly, J. P. Wilds, and J. Solis Ritterband.

HAPS AND MISHAPS.

W. H. Guion was arrested yesterday, charged with

Andrew Doyle of Brooklyn was sentenced, yester-lay to Sing Sing for lee rears for having outlaged Alchine Bugg, and fa-the residence of Michael Murray, No. 250 DoKalb-re, Brooklya, was rathed restordayed \$470 south of jewelry and at-re-ways. James Gallagher, su Irish laborer, ago 45, died

he was found incompible in the Bo vieward near Minstr-strib-st, bleeding from a wound in the head, and it is villeged that he was beaten by some men in the Houleward Hotel, near whose he was found.

George C. Clark, a private detective, employed in Broadway agency, while in Bank at, last stretting, fell to the parents

A slight fire occurred in the office of Chas. W. Ken-sey & Ca. Na. 122 Peurlet, gesteday, While extinguishing h. I. M.

The liquor establishment of M. Woolley, No. 31 trades, Bookley, Ro., 32 trades, Bookley, R.D., was sound by Revenue Assessor Habbell to Beggi relation of the law.

A barre loaded with coal was sunk yesterday

A fire, caused by a boy playing with matches, oo

Michael Murphy of No. 7 Batavia-st. died yester

Chaus Von Leibkett, fige 19, a scaller on the bark frame, histor at Pier No. 50 East River, fell vectoring from the topasib-mit to the dock of a tag book bring alongside, and fractured his skull and life by Taken to leaders a frequent. M by. Takes to Seilerns Hospital.

Thomas Burke, a workman in Phelps & Co.'s pa-

A fire occurred yesterday afternoon in the frame one Na 181 Javast, dressroot, owned by Reil States, and occupied a statistic teact of paintings and buffeing \$84,000. The adjusting statistic teacts of paintings and buffeing \$850.

Fire Marshal McSpedon arrested yesterday Marona times, at unporter, at No. 2 Maidealens, as a chargely setting for the formittee stored at No. 2 Plate is, on the night of Jun 22. The scaling was tourselfer \$27,000. The second was held to be in \$2,000 a week as a resultant.

Arthur P. Grabham, age 14, stoke \$300 one week ages on his a w. Mrs Mary Powers, smalling at Nn.7 Rastet, Baston, companies or Cherles Sewell, age 15 he came to this city, and put up the Present's fluore, in West Housekowst. The true called in the service of a day-lasery, and pulk little #49 to teath them jug and break-real. Superheadent Selection and the mean time, been indeemed by became of the last, and pulked was upre-placed on these ext, and last evening they were arrested.

THE STATE OF TRADE.

DOMESTIC MARKETS.

wind, 88 miles per hour. The day was a most inclement one there. The wind blew all day at a fearful velocity, although at a less rate than the recent great gale, and at several other times during the season. Its greatest velocity was reached at 2p. m. and 7p. m., at which hours the rate was precisely the same.

A BROOKLYN HORTICULTURAL EXHIBITION 8

Some leading citizens of Brooklyn propose to revive the Horticultural Society in that city. Their first exhibition will take place during April next. This Society, founded 15 years ago, was in successful operation is x years, and had three excellent exhibitions each year. It then lost its popularity, and suspended active operations. Subscription hat have been opened at the

To Cure Consumption me Windingeran's Happenosphitts of

Wedding and Visiting Cards, Initial Stamping Note F

MEAD-SACKETT-Thursday, Peb. 9, by Rev. Norman Scarer, D. D., Whitman S. Mead of Greenwich, Conn., to Sarsh M., daughter of J. R. Sacketts, Brooklyn, N. I. MORRISON-TAIPEN-On Weinesday eruning, Peb. 3, as the residence of the harder's parents (Bergen), servey City, N. J., by the Rev. James McZarian, John F. Marrison to Angels, daughter of Henry J. E. Tappen, esq., all of above place.

THOMPSON DOBBET HIS Harrison Corn. Feb. 9, at the residence of N. S. Warl, cas, by Prof. William Thompson, D. D., assisted by Her. Gro. Gould, D. D., Rev. Wim. A. Thompson of Cowwy, Mass., and Mass Maria M. Doline, daughter of the late Rev. David Dobie.

All Notices of Marriages must be indersed with full name and address

ADAMS-At Sutherland Springs, Wilson Co., Texas. Peb. 7. Nelson K. Adams, recently of South Orange, N. J., in the 34th year of his age. BRISTOL-On Thursday morning. Fob. 9, Frances, wife of James A. atol, in her blat year, tres and friends are ignited to attend the funeral tress her late send-ce. White Plains. Saturday morning, 9 o'ckerk. DAVIS-At Spayion Duyrd, at the residence of her brother-in-law, K. Alliper, on Thursday, the 9th mat, after a largering illness, Life, daughter

of About Davis.

Papersi from above residence on Saturday, at 1 p. m. Yonkers special train feavor Thirtesthest Station at 12 m.

Altiant, N. Y., papers please copy.

DICKINSON—In Piermont, Pab. 10, Julia Montgomery, beloved wife of R. H. M. Dickinson. elatives and friends are invited to attend the funeral at P.ersent, Munday, Feb. 1d, at p. m.

Relatives and freeds are invited to ottend the funeral at P.ernoust, Monday, Peb. 13, at 1 p. m.

FREEMAN-In Brooklyn, E. D., on Thursday, Peb. 9, Mrs. Sophia, Freedman, in the 18th year of her age.

The funeral will take place from Ston's M. E. Church, our. South Third and Ricrauthasts, on Sanday, Peb. 12, at 10 winck a. m. Friends and acquaintances are requested to attend without furtner notice.

GOODWIN - On Friday covering, 10th inst. Mrs. Maria'l. Goodwin, Her french, and these of her mother. Mrs. E. L. Goods, are respectfully invited to attend her funeral from her late residence, No. 30c Lexington-ave. on Monday, 13th inst. at 10 winch a. m.

HART—Early this morning Mr. Lucius Hart, in the 68th year of his aga. Notice of funeral hereafter.

HOLDSWORTH—In Brooklyn, on Wednossky, Peb. 8, at 104 o'clock p. n., William Holdsworth, in the Nith year of his age. The funeral will take place from his late residence. No. 44 Cumberlands, Brooklyn, on Sanday, the 13th inst., at 2 o'clock p. m. The members of Energetine Lodge No. 223, F. and A. M., and or Corininian Chapter No. 108, R. A. M., are respectfully invited to attend.

LOUNSBERRY—At his residence, Bedford, on Friday, 10th inst., James

LOUNSBERRY—At his residence, Bedford, on Friday, 10th inst. James Lounsberry, in his 76th year.
Notice of funeral hereafter. KENT-At Hackensack, N. J., Feb. 9, Mrs. Catharine A., willow of Wil-

ham O. Kent. Church, Hactensack, Saturday, 11th last, at 105 a. m. Fascral at Christ Church, Hactensack, Saturday, 11th last, at 105 a. m. Trains from foot of Towniy third at 2:45, and from foot Chambers, at 9 s. m.

his age.

The relatives and friends of the family are invited to attend the finneral on Sunday the 17th nur., at 1 o'clock p.m., from his take residence, on Sunday the 17th out Fifth at Brooklyn R. D.

(new No.) 77 south Fifth at Brooklyn R. D. TUBES-On Friday, Feb. 10, at Kimbesh, N. J., Pamella C., daughter of Gen. W. and Lore A. Tubbs, aged 22 years. Notice of functal on Monday.

Notice of funcial or Monday.

UNDERRILL—On Thursday, Feb. 2. Thomas Underhill, in the 58th year
at his age, brother of Alfred Underhill, M. D.

The relatives and finesh are respectfully invited to alread his funcial
from Trunky Chapel, West Twenty-fifth-st, on Saturday morning, at 14
a clock. The remains will be intereed in the family vanit, Trinky
Consistery.

Consciery.

VAN KLEEK-In Jersey City. Priday. Feb. 10, Sarah M. Van Kleek, daugister of the late Rev. R. D. Van Kleek.

The relatives and friends of the family are lavited to attend the family at 2d Jersey are. Jersey City. on Sanday, at 2 o'clock.

HITTERERAD—On the 9th last, Linus P., youngest son of J. M. White-basel, again 24 rears. WHITEHEAD—On the 9th man, Linux P., youngest son of J. M. Whitehand, aged 14 years.

Panersion Saturlay, 11th man, at 14 o'clock p. m., from the Madisson are Baptist Church, corner of Thirty first et. The friends of the family, and those of his father-nine, key, James Huggins, also the member-soup of the Trinity Baptist Church, are invited to attend his function.

Special Notices

Stockholders of the Brie Railway Company desiring to unite in the p-time of the Beglish and American shardcolders to the Legidiater for RBFRAL of the DIRROTORS CLINSFICATION A.T. will find copies for signature at the Office of SYMCTS, SOUTH-MAYD & CHOATE, No. 22 Wallet.

JOHN SWANN, Agent for Beglish shareholders.

Represent.

PLORENCE SEWING MACHINE COMP AY
HAVE REMOVED TO
No. 39 UNION-SQUARE, Brandway, near Seven createst.

Post-Office Notice. The mails for RUBOPE, during the week
could a saturday, Pob. 11, 1srl, will stans at this Office on WEDNEScould be a seven of the seven of the saturday at 72
Day at 53 a.m., on THURSDAY at 12 m. 10, 10 at 54

E. H. JUNEO, Postmanter,
1 m.

Whitman Jujubes for the Thront. They are pleated food to Colombia of the Colombia of the fooding drug size 75c a bas.

ALLASWELLS, HAZARD & Co. 's, and other leading druce at a 75c. a box.

Dimmonds Hought and Soils.

GEO. C. ALLEN, 512 Breaker, under 8t. N. holes Hozel.

Notice to all persons haves PURNITURE or other PROPERTY stored with & MARTIN & 80.8, 1.266 and 1.368 Breaker, and 151 West Third, second at over one year, will be sold Magch 1. 1871 to mar storage and other charges.